Weekly Intelligencer.

OFFICIAL COUNTY PAPER.

ЫП 620.

sold for a mess of pottage. roads-provided that they will not crease, and very few men do.

railroad facilities with St. Louis and by common and constitutional law, but matters that? Kansas City? Come, let there be at they are the creatures of the state,

Don't the Advance know that even at common law a man can recover damages against a railroad for failing to supply him with cars when he has anything to ship. The provision in h. b. 620 only gives a regular shipper the right to put his own cars on when the road fails to supply him, and then only allows him a reasonable reduction in rate for their use by the railroad company. It is a wise provision and not a harsh one. It is practiced now by nearly all the roads.

are asking for Missouri, yet in the the men with axes to grind who want thirteen years that it has been upon the statute books more miles of railroad tinue. entire railroad mileage of Missouri tained in the committee bills will preentire railroad mileage of Missouri

Even now the law does not seem to operate to deter eastern capital from operate to deter eastern capital from the committee bins win pre- that it was intelligent enough, last people to pass a good railroad law."

August, to know what it wanted, and that it is honest enough now to stand one. We need a better law and must have it." being invested in railroads in that state, law. That law has been upon the by the promises it has made. stock of \$11,490,000.

\$28,000 damages for the loss of the building been checked.

Shewalter; for the course we out the specious pleas of railroad attorneys, and courage to heed them as we out views publicly."

Jos. B. Suelby, Jr.:—"I am in favor of rail-The evidence closed at 12 o'clock under all sorts of garbs, and when the should? yesterday, and the arguments took people ask for bread give them a stone, up the afternoon. As the town The situation amounts to a crisis. It was out of gas, because of an accident may not seem so to some, but never-

this administration. Probably no we need at this juncture is menpress as has been showered upon him during the past week. Nothing has been done by any member of Mr. Cleveland's cabinet since it was organ-railroad legislation at this time, and fully inized more calculated to win popularity dorsing the action of Gov. Jno. S. Marmathan is the act of the secretary of the dake in calling an extra session of the legislanavy by which the work of building ture for this purpose, we carnestly invite our stada is established on a solid fellow citizens of Lafayette county to meet in paving for sufficient grounds for cattle or cat

ders to accept offered terms, and the ability he exhibits in directing the and most appropriate. general work of his department. It really looks, too, as if the name of Mr. Whitney would be associated in history with the building of the American John E. Burden, navy. The response to him was so prompt that the work of fitting up the Washington navy yard as an ordcompletion of heavy guns and steel J. C. MeGrev Jos. Chinn forgings, will be began soon and rap-idly the design. Needless delays on the local begins it is shown that we see forgings and armor plates

be furnished in a much shorter time than was supposed.

Our esteemed contemporary, the Advance, says in its leading editoral this week:-"It is somewhat remarkable how the fierce vindictive tones of our neighbor of the Intelligencer against Jay Gould and his raitronds, Furner Williamse Joseph A. Price, W. D. Rankin, G. R. Page, John A. Porter, have mellowed into a soft low murmur, since the aloresaid Gould has a line of railroad building toward Lexington. It is not so strange, however, that the Josiah Mann, Josiah Mann, Josiah Mann, Josiah Mann, J. B. Shelly, J. H. Spurleck, J. H. Spurleck, ident Harris of the proposed C., Ft. S. & T. southwest line, and giv: bim a thumping for suggesting that proscriptive measures might be damaging to the prospects Missouri has of scenning several new raincouts the coming

"ear." This is a cheap attempt to excite

o no sound argument be Intelliganaer is

Call for a Mass Meeting.

G. Clayton, C. B. Daniel,

J. R. Moorehead.

A. J. Hall. W. B. Bolton, J. F. E. Winkler,

B. Steele,

W. B. Sieele,
H. Luelien,
W. A. Gordon,
W. F. Kerdolff,
Jos. Wolf.
J. W. Riuebart,

J. D. Conner, Xenophon Ryland,

Robt. Hale.

T. W. Barnes.

G E Belles, B. D. Ragland, I O. Whitsett, John McFadin,

G. W. Garr, Joseph Warder, L. P. Green, R. S. Andrews,

Robert Young.

R. L. Smith, L. M. McPyke,

A. F. Kirtley, Wm. T. Moore,

C. Barnett.

John W. Brown,

Lewis Acade K. E. Smith, E. F. Nicholson, W. H. Greer, Jas. Peak, W. K. Trigg, J. C. McGrew,

Minos Adams, Juo. B Alexander,

S. J. Andrew, W. K. Quarles, Wm. Young, Ed. W. H. Ahrens,

Jno. P. Ardinger,

. W. Whitsett.

trary? Children Cry for Pitcher's Castoria. Caught as that "

Children Cry for Pitcher's Castoria. Caught as that "

Capt W. D. Rankin - "Most assured to 1 and 1 the country "

T. V. Foster: - "I indorse Marinadiake hearts apport."

RAILROAD LEGISLATION.

We give up the entire outside of this The man who would, in this age, advocate legislation which could injure issue to the great speech made by Judge a railroad in the exercise of its just Jeremiah S. Black before the judiciary and justice. Railroads are one of the chief instruments, if not the chief instrument of one progress of startion between the country has never produced a man unitarity instrument of one progress of startion between the country has never produced a man of the chief instrument of one progress of startion between the country basis of the country has never produced a man of the chief instrument of one progress of startion between the country basis of The Advance misrepresents house rights must be lacking in both sense committee of the Pennsylvania senate material instrument of our progress, of sturdier honesty, an abler lawyer, or stock sale, and it was the annual stallion show have better sailroad laws than we now have." John Johnson: - "We need the proposed in land. It is willing to permit the peo- whole sections of country. Hence, no Pennsylvania, attorney-general and were absent. land. It is willing to permit the peowhole sections of country. Hence, no
ple to have laws to regulate the railman should desire to prevent their insecretary of state of the United States,
ple to have laws to regulate the railman should desire to prevent their insecretary of state of the United States,
secretary of state of the United States,
should desire to prevent their insecretary of state of the United States,
should desire to prevent their insecretary of state of the United States,
should desire to prevent their insecretary of state of the United States,
should desire to prevent their inshould desire to prevent discretion while it is not inshould desire the should desire the should desire to prevent discretain, so far
should desire to prevent discretain the should desire the shoul rease, and very few men do.

But there is a vast difference between as the country, and he brought to them hately, what is the public sentiment upon the same footing. I approve the governor's good one; and here?

Trave Buford:—'I am anylone that something intelligent men, impartially and indiscriminately, what is the public sentiment upon the same footing. I approve the governor's good one; and here?

Trave Buford:—'I think we ought to have more definite laws, that will succeed in the same footing. I approve the governor's good one; and here?'

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Trave Buford:—'I am anylone that some thing the same footing in the same footing. I approve the governor's good one; and here?'

Trave Buford:—'I am anylone that some thing the same footing. I approve the governor's good one; and the same footing. I approve the governor's good one; and the same footing. I approve the governor's good one; and the same footing in the same footing. I approve the governor's good one; and the same footing in the same footing. I approve the governor's good one; and the same footing in the same footing in

poraries will never throw another brick at John O'Day, after having ranged themselves upon his side of the rail-road question.

Willing that they shall, when they are so minded, infringe upon the rights of the people.

Is it not a little ridiculous to place

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Willing that they shall, when they are so minded, infringe upon the rights of the people.

Willing that they shall, when they are so minded, infringe upon the rights of the governor's call.

Willing that they shall, when they are so minded, infringe upon the rights of the governor's call.

Willing that they shall, when they are so minded, infringe upon the rights of the governor's call.

Willing that they shall, when they are simply surprising. The unanimity of opinion. I want good, strong laws. I approve the governor's call.

Will be always. The tribunes of the unanimity of opinion. I want good, strong laws. I approve the governor's call.

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Will be always. The unanimity of opinion. I want good, strong laws. I approve the governor's c Railroad companies are not individuals with certain inalienable rights,

Railroad companies are not individuals with series inalienable rights,

Railroad companies are not individuals with series individuals.

Railroad companies are not individuals with series individuals with series individuals.

Railroad companies are not individuals with series individuals with series individuals.

JUDGE BLACK'S GREAT SPEECH.

Kansas City? Come, let there be at subject to regulation by the state. This fact stands of the state. This fact stands of the state. the Missouri constitution was formed. Itical parties were even reproached for at from time to time. There should be some Jerry Black:-"The little finger of Now, what is the purpose of the leg- having among their leaders railroad way to be rid of that nutsance, but it seems to monopoly is thicker than the loins of islation asked for by the people of this lawyers and officers, as if these were lawyers and officers, as if these were were lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if these were lawyers are lawyers and officers, as if the lawyers are lawyers are lawyers are lawyers. monopoly is the ker than the law." So it seems in state; for no matter what interested not to be accorded their common rights right in calling an extra session. We want the law." So it seems; so it seems in state; for no matter what interested some directions; but the people are not yet debauched; see what they say in of additional legislation? Is it to insuch that they say in of additional legislation? Is it to insuch the seems in the country, anyhow? Senator Harmon has covered himself with glory in this business. I or no matter what interested that to deacted that they say in persons may say, the overwhelming as citizens. To-day, by some subtle railroad legislation. The people have been permanently settled. That can asking for it for everal years. Who is master in this country, anyhow? Senator Harmon has covered himself with glory in this business. I or no matter what interested the contract that can asking tor it for everal years. Who is master in this country, anyhow? Senator Harmon has covered himself with glory in this business. I or no matter what interested the contract that can asking tor it for everal years. Who is master in this country, anyhow? Senator Harmon has covered himself with glory in this business. I or no matter what interested the contract that country is contract. tringe upon any of the rights of the with the arguments in their mouths of hope the extra session will be able to do some-Boonville Advertiser:—"We want railroads? Not at all. It is only to the railroad lobby. Since when was it the railroads we can get. But a prevent the roads from infringing upon between no new roads and the roads the rights of the people. There is one is responsible for that except the clared that we did. When did repub- tive. This subject, as compared to its magni the committees was not wild, it was state solemnly assured the people that ally applauded by the people for calling the exnot even tentative or speculative. It it was needed, and that they were more tra session."

Hon. E. M. Edwards, former state senato was carefully framed, and founded upon the laws and experience of other The candidates were nominated upon "Certainty we need legislation upon the substates; laws which have stood the test these platforms. The voters cast their delivered between the people and the roads. The voters cast their delivered between the people and the roads. The voters cast their delivered between the people and the roads. The voters cast their delivered These bills do not grind any man's things mere pretense, shams and Our people are working for a new railroad. axe; they do not favor any locality; frauds? Has American politics come but we are not intimidated by the cry of legislation the contrary, they are simply but to such a pass that great parties the preventing rallroad building. We sporeciforcibly framed; first, to prevent ex- are ready to acknowledge, either their are that at its true worth. A few good men may tortion; second, to prohibit discrimi- stupidity in making or their venality be led off in that way, but not many. The built Illinois has the railroad law that we nation for or against anybody. It is in breaking promises? We do not be-

as we observe that on last Monday statute books 18 years. During that When such specious and shallow arthere were filed, at Springfield, charters time more miles of railway have been guments are advanced to us why we ought to nave had no trouble to get a law at the there were filed, at Springfield, charters built there than the entire mileage of should forego our convictions of right. ought to nave had a regular session." roads in Illinois, aggregating a capital Missouri, and only last Monday three it is time for us to pause and reflect, to Col. J. S. White:-"The present law is inopnew railroad charters were applied for consult the fathers, and to draw from paratice. We need a better one. Every demo Pacific Railroad Bridge Company for ing unprogressive, nor has railroad whatever character and to do that the extra session." duty unselfishly and like men. If we diding been checked.

One trouble about this question is, Read the words of warning nitered by the many men who treat of it do so Read the words of warning nitered by the solution is not to solve the control of the control o The case has been tried before, that many men who treat of it do so about a year ago, when the jury hung. There have been a large number of witnesses in attendance, among them, Capts. Hunter Ben Jen-charges are extortionate. They see a advocate of justice, and he had the kins, Geo. and Henry Keith, D. H. dividends declared upon watered stocks
Silver, James Gunsolis, Silas Adkins, when they can barely sustain their courage to stand by the right as he business at all. They see invidious saw it, despite calumny and misrepreThomas C. Sawyer:—"The railroads should be neither extention or injustice. The governor did right. We want a better law than we have."

Thomas C. Sawyer:—"The railroads should n. Henry McPherson, John discriminations made in favor of cer- sentation. From the grave his words be regulated by the state. We need a wise yet will be regulated by the state. We need a wise yet will strict law. I indoze the governor's course." ily.

The Dover Depot.

was out of gas, because of an accident to the gasometer, we had to go to press the less it is a life and death struggle. If the lobby, here, there and everywhere, it is omnipresent, shall prevail now, the day when legislation can be had, without a moral and political reventer brilliant feather in the can of the feather brilliant feather and everywhere.

A very entantsiante failroad meeting was to the meeting the distribution and method have it sooner or later. A long of the meeting was to the death struggle. In the lobby, here, there and everywhere and everywhere the lobby, here, there and everywhere and everywhere the lobby, here, there and everywhere the lobby, here, there and everywhere the lobby handled on both sides.

Secretary Whitney has placed and the lobby that legislation and held in Dover, Saturday April 2. The meeting was called to order and Mr. J. Q. Platters burg was chosen as chairman, and James F. Winn, as secretary. The object of the meeting was to saturday April 2. The meeting was called to order and Mr. J. Q. Platters burg was chosen as chairman, and James F. Winn, as secretary. The people had a right to expect railroad legislation and meting was to fail to Dover, Saturday April 2. The meeting was called to order and Mr. J. Q. Platters burg was chosen as chairman, and James F. Winn, as secretary. The object of the meeting was called to order and Mr. J. Q. Platters burg was chosen as chairman, and James F. Winn, as secretary. The object of the meeting was called to order and Mr. J. Q. Platters burg was chosen as chairman, and James F. Winn, as secretary. The object of the meeting was called to order and Mr. J. Q. Platters burg was called to order and Mr. J. Q. Platters burg was called to order and Mr. J. Q. Platters burg was called to order and Mr. J. Q. Platters burg was calle other brilliant feather in the cap of olution, will be far in the future. What Soonville and Lexington extension of the wise than desire to a c them curbed?" Missouri Pacific railroad through the prem- | Charles Mitchell :- "We need railroad legislademocrat, not even Samuel J. Tilden,
When who their duties know,
While living, ever received such unmaintain.

We fleed at this justice, who is now in the second to the indian Nation. A committee of six waited the indian Nation. A committee of six waited to maintain.

It is the best it is justiced with justice in the second of the second of the indian Nation. A committee of six waited to maintain.

It is the best it is justiced with justice in the second of th

On motion of Mr. Brisco Warren the re- would not have had to be called back." unanimously agreed to assist the committee emphatically indorse Marmaduke."

township: R. P. Harwood, W. N. Palmer, arism is rampant and has to be put down." On motion, Capt. Ryland Todhunter was islation and need it badly. I indorse the gov-

added to the committee. JAMES F. WINN, Secretary.

Cheap Bread ! Flour! Flour! Flour is Down!

Cheap Bread! Who Downed it? We did it!

Who? Who? Who are You?

want this thing done, and sooner or later they ing Co. talkes the Cake!

And has knocked the bottom out of prices on its Flour and Meal. We guarantee it to be the best made in the county. See our great reduction in prices. Here they are:

Our price for our "Comfort" per 100 pounds is.

To Whom it May Concern.

After several months trial of Mr. Calvin Hays as a practical drugist and compounder of medicines, I can confidently commend him to any who may need a careful and experts.

Another Art Craze.

An

A Collection of the control of the c

RAILROAD LEGISLATION. of Lafayette County Think on the Subject.

wishing the railroads well in the excrete of their rights, and the being willing that they shall, when they are

Wishing the railroads well in the excrete of their rights, and the being willing that they shall, when they are

Wishing the railroads well in the excrete of their rights, and the being was unbroken but by one exception, which was the corporation of a statesman.

Yet he was accused by the corporation of the corporati

Lexington in the same category as to legislation. Think the governor did right in Only a few months ago and all par- calling the extra session. The people very

being bullt, and then owning the people. There is the registration where the people of three or four men who submitted the bills. But the legislation prepared by was necessary? Their great council of the solar as I know the governor is very gener-

statute books more miles of railroad

The assertion that anything con- as for the party of our choice we believe of I hope enough men will be found true to the

crat in the legislature was solemnly pie iged to in that state. Iowa has a similar law and the wisdom of their counsel not only give it to us. Etter pleages are honest and The most important case of the week railway building has been active there. refreshing draughts of knowledge of meant to be kept, or they are dishonest and In the circuit court has been that of Kansas also has such a law and yet no our duty as Americans, but the courin the circuit court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of Kansas also has such a law and yet no our dity as Americans, but the court has been that of the law and yet no our dity as Americans, but the court has been that of the court has been that of the law and yet no our dity as Americans, but the court has been that of the court has been that the court has been that the court has been that the court has b

w. W. Trent, J. D.

The lawis all wrong. They pray for a remedy,
and too often the very men and newsams and
bares which should give them enbares which should g was not a Marmaduke man before, but I am The governor did right.

We sufficient virtue now. We ought to have a meeting and express J. F. Groves; - 'I think without doubt we

road legislation, and hope the extra se sion will heartly. I think the almost unanimous sentigive it to us." Jos. Christy:-"His head is level. The extra legislation." A very enthusiastic railroad meeting was session is right. We want that legislation and

on Mr. James Lewis who is acting for Mr. railroad legislation, and blame the man that Lockbart, and succeeded in securing the alut. Marmaduse did just right. It is the best call." Lockbart, and succeeded in securing the right-of-way and depot grounds, with the understanding that the depot is located on they had attended to their business and given us the law, as they promised on the stump, they

port of the committee was received and J. B. Nelson - "Every man I have heard adopted, and committee was received and talk, and I have heard it discussed a great deal, on motion of Mr. Zeysing the meeting is in favor of railroad legislation. I most ever did in his life."

On motion of Mr. Zeysing the meeting is fine favor of railroad legislation. I most ever did in his life."

C. Elimaker:—I think we ought to have rais.

On motion of Mr. R. P. Harwood, the chair of that, but I have seen enough of late years appointed the following gentlemen to secure to make me a convert to the idea that it won't the balance of right-of-way through the do to wait to organize a militia until incendi-E. and R. Meng, E. Zeysing and Henry Neff. J K. Lyons:-"I think we need railroad leg-

died to the committee. | sruor's call | Cam lius Baroett - 'You cannot too strongly state how much I desire to see proper restric-

legislation. We were promised it last Novemsecure their purposes in legislation. Marma-dake did right to call 'em back,''

of railroad legislation. Especially I think every democratin the legislature should favor lapprove the governor's call."

H. W. Warder: - 121 indone the governor. THE McGREW MILLING CO!

It it will go hard with the party if it can be said that it went into the last canyans with a falsehood on its lips. It won't do. The people have no right; that the rathroads now the people have no right; that the rathroads want this thing done, and sooner or later they

The governor did

Thos. J. Bandon:—"I am in favor of railroad to the people have no right; they are they are the people have no right; they are the are they are tt it will go hard with the party if it can be Think we ought to have hatter have. As it is

in favor of railroad legislation. So is every ity. The railroads shanle be brought under the RAILEOAD LEGISLATION.

other besiness man that shape and knows his control of the ign, which they are a flow

it Demanded! What the Pcopic own interests. I think the governor's fall was They should not be allowed by discriminate, to John R. Hewe - "I am in favor of regions | Witt II Waldell: - "I am to the good relilegislation. I would not be unfair to the roads, "road becausein," and before the govern-

hood stand on the declaration of the democratic

Geo L. Trail: -"I want the roads brought t

Wm. R. Hamlett, mayor of the city: - "We

a mething like that. Every man in my being

J. A. Jeffries;-"The rapponds should be

general sent ment in my neighborhood, where

I. W. Whitsett:- 'The people about Oueses

John B Santinyer: - "I am for railroad leg

Geo B. Sydnor: - "I think we need railrou

Judge Jno. O. Lockhart:-"We on, ht to have

Sweet Potatoes. Four varieties. One mile

h. - for ein Onto work, einf in man Gastorfa, Gie worden Franklin, und Hinryn Cofessie,

Bis fie Minter batte, gab fie ihnen Caftoula.

E.ETTREE SANT.

ty, Missouri, April 7, 1857;
Bear, J. R.
Carter, N. P. Mrs.
Ethott, J. D.
Good, John
Ha kell, R. B.
Pratt, Geo C.
Robeson, Wm. Mrs.
Shanon, S. G.
Stringe, Jasse
Wilgoner, Charles
Bear & Stude, Mess.

TURNER HALL,

MULLIGAN POST G A. R.

passed a ratiroad with while at Jefferson, but as it did not the governor to right in bringing it latten through. It that keep ratironals from book." favor of radroad legislation, and hope the extra | or minute against us as they choose | 1 more session will settle quietly and calmiy down to more of Marmadeke now than I over doi. work and give us the very best law it can agree | J. S. Renick: - The pumple of my neighbor Granville Page: - 'I am in favor of just but state platform. They want rational legislation.

can be enforced. Gov Marmadake did right governor." in calting the extra session." Geo. W. Garr.—'We ought to have a better the scratch. We have, probably, law enough now, but not of the right kind. We should ratirond law. Marmanike did right. now, but not of the right kind. We should A. C. Burnham: -"This question ought to be have clearer statements against extertion and permanently settled. That can only be done by discrimination, and such penalties as would a good law that will command obedience. 1 in- command obedience of the law, "

Dr. Minos Adams:-I: goes without saying are constantly being imposed upon by the railthat we ought to have railroad legislation, and the sooner the bester. As it is discrimination it. The legislature has it in its power to afford and extortion are the rule and not the excep-tion. I think we ought to take steps to express Marmaduke has acted us by in the matter. He our views emphatica by in some united and pub. | would have done injustice to himself and the lie way. I most heartily approve of the gover- people, and violation to his oath of office. nor's proclamation." John E. Robison:—"We want a good, strict W. N. Saunders:—"I think the people have been frested very banky by the failure of the

railroad law. The while county wants it." Geo. B. Vandiver: - "If our legislatures are legislature to pass the needed law at the regular to be dictated to by the railroads we would do session. But it is too important a matter better not to have any cathroads. I am with postpone, and the governor did well to call to George Callaway:-- "We enghe to have better severe. The extra session should pass a half ailroad laws, and the governor is right."

Doc Barnes :- "We need railroad legislation. Gov. Marmaduke's call for an extra se slog was at the earliest practicable moment." demanded by the orroumstances " nly man questioned who was not pronounced making extertionale charges. I am with the infavor of railroad legislation on answer to governor in his views up in the artifect. He the reporter's inquiry be said .- "Well I don't has the interests of the people at heart, and is, know about railroad legislation just at this as I have known for years, a brave and hour him why not, and his replies were made to periones of the discrimination and extertion of Competition. Finally, ratiroads, and I am anxious to see them proper

so many attacked him at once that the ly regulates by law. The regular session sound to the concluded by saying:-"Well, genticanen, the truth is this. We are trying to so the governor did a proper and patriotic thing get a railroad down our way, and we are atraid in calling the legislature together again. republican party we do not credit it would pass. The governor derught to with such ignorance or duplicity; and with such ignorance or duplicity; and strong before, but now with only this to think can great of one could be strong before, but now with only this to think can great of one could be strong before, but now with only this to think can great of one could be strong before, but now with only this to think can great of one could be strong before, but now with only this to think can great of one could be strong before, but now with only this to think can great of one could be strong before. r guiating 'em as much as anybody, but I want calling the extra session.'' to get the road first.'' This, of course, raised a J. H. Deffoit:-''We no big langh, in which no one jained more heartily law, one that will really amount to some comthan did the captain, so, after all, it seems he that will be effective. That seems to be the believes in regulating the roads too.

Aligned Jones - "There should be the stricted everybody inderses the course of the sources. kind of legislation. You ought to skin those ave in favor of ratiroad legislation. They may fellows down thera." Win. Walker, of Page City:- "We outhin to dorse the action of the governor." have a stronger law toah either 630 or 203 1 Islation now. I indurse Gov. Marmada. have read them both. They are only too instent The governor did right to outline legislature straight out. We want the law, and the legis lature should give it to us."

Jas. A. Hora; - 'I think the sailroads should be regulated by law, so that they would com- legislation, and especially against pooling. The oly. The governor is right."

R. W. Keene:-"I believe there should be have no private axes to grand indured him postply. The governor is right. "

calling the extra session."

R. J. Smith:—"I indores the governor's governor on that question. He is a man who course. I have read the committee bills. I do has the courage of his convictions."

south of Lexington. John Willis:-"I want good railroad legistation, and I am determined to have it if my vote will get it. I indorse Marm duke most heart-Green Bedford:- "We ought to have the leg-

islation, and the governor was right in calling them back." J. A. Emison:-"We need the legislation Tae governor did right "

ment in my neighborhood to in tavor of the R. S. Dinwiddie: - 'Most decidedly yes to both your questions."

Wm. P. Keith:-"We need railroad legislation worst kind. Something must be done to equalize freight rates. The present discrimi-

nations are intolerable. The governor did just right " Mr. Keith is a miller at Mayview. D. Y. Prigmore: - 'There ought to be legistation. Charges ought to be so regulated that discriminations would be done away with.

Public sentiment in my neighborhood is gener-Lewis P. Green: - 'I think Marmadule show-

ed the man all over. We want the legislation; it was promised to us and we have a right to expect it. We all know what the exteriors sn'l discriminations cost us."

Jos. W. Builey:-"I um solid with Marms-

D. F. Jackson: "We need rectroud legislation. I inderse the governor's tail I have
read the house and senate balls. They are not
too severe. In my neighborhood everybody
inderses Marmathela against The governor did right " indorses Marmadeke's course " in favor of ratirous legislation, and mans the governor covered binnell with glory in calling

ly state how much I desire to see proper restriction of the present inordinate power of the railroads. The country will soon be their football if our legislatures are to be their foots. I stand by Marmaduke, and hope the legislature will do so when it insets." To, D. Graves:—"Everyheavy in one weightorhood is in favor of railroad legislation. The people about Mayview indoes the governor's call."

L. C. Smith:—"Mr. Graves has, I think,

We were promised it hast Novem-

ber, and it will be a shame if the people cannot scoure their purposes in legislation. Marmafavor of legislation. Mr. Graves' representa-A. J. Hall:—'I am most decidedly in favor for railroad legislation. Especially I may Geo. Roland:—'We not drailroad legislation.

Ho Everybody, The McGrew Millwant this thing done, and sooner or later they are going to have it done. The governor dat legislation. It rathesed companies intend to legislation.

The birthright of the people is being sold for a mess of pottage.

The railroad lobby is abroad in the railroad lobby in two not railroad lobby is abroad in the railroad lobby in two of the railroad lobby. The coverage of railroad lobby is abroad in the railroad lobby in two of the railroad lobby. The railroad lobby is abroad in the railroad lobby is abroad in the railroad lobby in two of the railroad lobby. The railroad lobby is abroad in th A BIG STOCK AT LOW PRICES!

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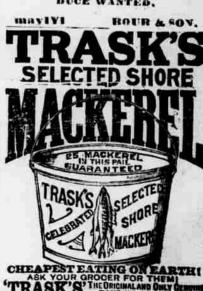
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